



# The European Freight and Logistics Leaders Forum

## Outcomes of F&L Facility Visit to CNO Circulation

Thursday 13<sup>th</sup> September 2012, Paris

F&L members **GEFCO, Kombiverkehr, LKW Walter, LYONDELL BASSELL POLYOLEFINE, Mars, Mased, Newopera Aisbl, the Swedish Transport Administration, TIM Consult, Unit45 and Wascosa** were delighted to welcome **Hewlett-Packard, Le Port du Havre, Port of Calais** and **Renault** to their meeting in Paris on 12<sup>th</sup> and 13<sup>th</sup> September 2012.



In the restored building of Gare de l'Est in Paris, CNO Circulation monitors railway traffic flows throughout France ready to deal with any event causing serious network disturbance. With a budget for €895m in 2012, 100 personnel in CNO are responsible for tracking

- 30,596 km of line, including
- 1,880 km high speed lines
- 1,400 daily freight trains
- 110 million tonnes freight p/a
- Handling 18-20 incidents per day

This centre is for serious incidents across France and operates **24 hours 365 days** per year with regional control centres (RCCs) handling the majority of normal traffic.

Armand Toubol, Vice President of Newopera and former SNCF Freight Director and Advisor to the Chairman, said "it is common for countries to run these operations but **specific to France is that one person takes the decision**".

In a typical freight train incident, intervention starts as soon as a landslide / level crossing collision or other incident occurs.



Communication is critical to rapid resolution of each scenario and **CNO is open plan to maximize both the flow and the effectiveness of communications with all stakeholders** – including the media, people at the scene of the incident and RCCs.

80-85% of freight trains are managed by SNCF and 6 places for freight controllers include one vacancy for railway companies who require their own representative on site.

The CNO Crisis Room is fully activated 2-3 times each month and priorities are to **start traffic moving again, attend to passenger comfort and deal with any sensitive freight** which includes perishables and nuclear. The room remains active until the incident is cleared.

Members were pleased to take a tour of the CNO facility - with the exception of the Crisis Room which was active - and to view demonstrations of the various technologies which support the work of the centre.

After the facility visit Anthony Pétillon briefed participants on the challenges facing the **Port of Calais** in the current economic climate and the many advantages of the Port which still handles more traffic between the continent and the UK than the Channel Tunnel.



**CNO Director Alain-Henri Bertrand**, explained key statistics of the CNO operation and members were interested to hear Armand Toubol speak on the future of rail freight.

"**Main customers must express their needs at a European level taking into account the main objectives of the EU Commission and decide that the proposed response of the rail sector actors jointly is adequate and economically viable and therefore commit themselves to test the product demonstrator during a sufficient time to assess the expected benefits for each actor and the rail freight market globally**" he said. **[All presentations online F&L Members' Area]**